

MEN OVER 31 EXPERIENCED IN ROAD WORK URGENTLY NEEDED BY ARMY

The government asks your co-operation and help in securing men experienced in road building and general construction work for the Twenty-Third Engineers, the highway regiment. Men are wanted who are experienced in some line of work listed below.

The Twenty-Third Engineers, the largest regiment in the service, are the road construction men of the United States army in the present war. They will build and maintain that portion of the lines of communication embraced in the highway system of France. New roads must be built, existing roads repaired, bridges built, etc. An army in the field is wholly dependent upon its lines of communication for success. The engineer troops are made up of skilled men, men experienced in some line of construction work. No

other branch of the service offers men of experience equal opportunities to make their experience count.

This regiment is made up entirely of volunteers. Practical men between the ages of 31 and 40 are wanted in this organization. They will be armed and equipped as soldiers and will act as such in emergencies. Their every day work will be the same work they are doing now. They will be working with men of their own trade. Every man must enlist as a private, but good men will be chosen as non-commissioned officers. Their pay is clear; all food, clothing and medical attention is free.

Superintendents and assistant superintendents of highway, bridge and quarry work, of mechanical plant and of transportation, foremen for concrete, road and bridge work, powder

men, carpenters, iron workers, surveyors and draftsmen, stenographers and axemen, blacksmiths, blacksmiths' helpers, machinists, gas engine operators and repairers, crusher operators, hand drillers, drill runners (air drills), masons, teamsters, piledriver (gasoline), grader operators (blading and elevating graders), bridge carpenters, motor truck drivers, motor truck and automobile repairmen, pipe fitters, electricians, horseshoers, mechanics, telephone operators, steam fitters, tool sharpeners, ditchers, boatmen (builders and caulkers), bituminous road men, iron workers and riggers are needed.

Full information can be obtained from L. W. Cummings, captain Twenty-Third Engineers, N. A. recruiting officer. Apply at nearest recruiting station.

FEDERAL RESERVE BANK REVIEW OF BUSINESS SITUATION IN THE WEST

Lack of precipitation has been an unfavorable factor throughout this district during the fall. In Washington, fall plowing was restricted by dry weather, and wheat, which was planted in the dust, did not germinate effectively. Rains in the first part of December in the Walla Walla (Wash.) district and snow in the region of Spokane have lately bettered slightly the prospects for winter wheat. Farther east, in the vicinity of Lewiston, Idaho, good moisture is reported and good wheat. In California the precipitation for the season beginning October 1 has not been much more than 10 per cent of normal. It is, of course, not a definite indication that there will not be abundant moisture later, so as to assure the crops for 1918, but the continued dry weather occasions concern.

The Pacific coast potato crop is reported at 48,105,000 bushels, an increase over last year of 3,105,000 bushels. This increase amounted to 7 per cent, the acreage, however, increasing from 216,000 to 228,000, or 5.5 per cent. The barley crop in California aggregated 40,000,000 bushels, which was an increase of 17,000,000 bushels over 1916.

There has been a general effort to increase acreage, and this has been the cause of an increase in some products. The season, however, which has just closed has not been generally favorable for agricultural products in this district. It is in spite of this that the summary of totals shows that the aggregate tonnage was exceptional.

The supply of farm laborers, which has been inadequate during the past year, and which has been diminished by the military draft, promises to be materially short of the needs during the coming year. The suggestion is being made with increasing frequency that a large number, perhaps 200,000, of Chinese farmers be brought to this country, under bond for their return, to raise crops during the war. Cuba has pursued this course to the sugar cane. Apparently, no objection is made to the proposal except by labor unions. The importance of increasing production of foodstuffs is vital.

Curtailment of available range for

feeding, the high price of feed, and inability to secure labor have resulted in the marketing of much livestock in the Northwest. The campaign for more sheep and more wool has been influential for an increase, but extraordinary prices have likewise been a potent influence.

Labor conditions, which have been very unsettled during the year, appear to have reached a state of greater stability.

Shipbuilding has advanced with huge strides. Both steel and wooden ships are under construction in large numbers at Seattle and Portland, while San Francisco is doubling and quadrupling her facilities for building chiefly steel ships, and Los Angeles is also engaged in important construction.

The construction of buildings is decreasing, reports from the principal cities of this district showing a decrease of 17 per cent during the past five months.

Bank deposits and bank clearings continue to expand. Leading rates of member banks have tended to greater firmness and there has been considerable rediscounting with the federal reserve bank, but all legitimate requirements of borrowers are being readily met. The influence of federal reserve bank in imparting financial stability and serenity is very marked. This influence is being steadily enhanced as the exchange is made of federal reserve notes for gold, the bank's reserve thereby being continually expanded.

At the end of the year 1917 the federal reserve bank of San Francisco paid a semi-annual dividend amounting to approximately \$298,000, covering accrued dividends upon its outstanding stock at the rate of 6 per cent per annum from October 1, 1915, to December 31, 1917. The semi-annual dividend paid June 30, 1917, amounted to approximately \$108,000, making a total paid during the year of approximately \$406,000. The dividend requirements at 6 per cent per annum are about \$210,000 per annum.

It would be of great value to any member or non-member bank, whether small or large, if as a means of gaining information concerning the methods of the federal reserve bank, it would arrange to have a skilled em-

ploye of the grade of assistant cashier or chief clerk enter for a few months the employ of the federal reserve bank. Positions are available for a few such men, either immediately or after a little notice. A bank having on its staff one who has had such experience could not fail to derive important benefit through the knowledge gained of how best to avail of the advantages of the federal reserve system.

NO RADICAL CUT IN PASSENGER TRAFFIC

(By Associated Press.)

CHICAGO, Jan. 4.—Western railroads have not decided upon any radical reduction in passenger service, R. H. Ashton, president of the Chicago & Northwestern railway, declared after attending a meeting of the executives of the roads.

"Exclusive of troop movements," he added, "the passenger travel in western territory is heavier than ever before. Many persons are compelled to travel because of important business with various departments of the government. A committee of railway officials is now making a study of the situation to decide what curtailment can be made in the passenger service without inconvenience to the public."

MEATLESS DAY IN ENGLAND.

(By Associated Press.)

LONDON, Jan. 4.—The director of meat supplies has announced that Tuesday will be the meatless day in London and Wednesday in the provinces.

Advertise in the Daily Bonanza.

BARRAGE FIRE IS MOST FEARED BY AIRMEN WHO FLY OVER ENEMY LINES

(Correspondence Associated Press.)

SOMEWHERE IN FRANCE, Dec. 7.—The anti-aircraft barrage is today the most dreaded enemy weapon which the airman has to face in his flights over the lines. In the midst of a sea of bursting shells, the airplane bobs up and down like a ship in a violent storm. The concussion which the shells make in bursting produce a swift succession of air pockets and air bumps, and it is absolutely impossible to keep a machine steady through them. Meanwhile there is the strain of knowing always that the next instant one of the thousands of flying shell splinters may reach a vital spot in either machine or pilot.

Yet it is not possible to avoid flying through a barrage at times. The latest type of anti-aircraft guns can place a barrage as high as 23,000 feet, and it is not practical to turn about and try to climb over the barrage. It takes a very highly specialized scout machine to climb to 23,000 feet, and the heavier ma-

chines cannot achieve that altitude under any circumstances.

The longer the airman hesitates to run the barrage, the longer he is exposed to the fire. Anti-aircraft gunnery at the front has now reached a point where the range is calculated to a pretty almost instantaneous by processes of triangulation and, therefore, the flyer who hesitates is lost. The only thing he can do is to take the chance, just as a ship at sea takes a storm and accepts its chances of weathering the gale.

Next to the barrage, the most feared of the ground defenses is the "cluster." This is a group of six anti-aircraft shells, sent up together, and placed just ahead of the machine, with one shell aimed to burst the tip of the fuselage, two on each side of it, two on each side just ahead, and one farther and directly ahead.

The side-slip is the favorite protection against these "clusters." The anti-aircraft gunners get their range

nowadays so accurately that the slightest move out of range is fairly certain to get the machine out of danger's way—unless the gunners have anticipated this move, as they sometimes do, by placing another cluster at the most likely spot for an expected side-slip.

The side-slip is produced by tipping the plane down slightly, and while flying ahead, slithering over sideways, and down, thus changing the range without seeming to do so, for the gunner looking up sees as much of the machine as before and is justified in estimating its height to be the same. In reality the machine is a little to one side and several hundred feet lower as the result of this skilful side-slip.

Below a height of 5,000 feet anti-aircraft guns cannot be used to advantage, but machine guns and rifles provide equally dangerous enemies. A machine gun playing a stream of 500 bullets a minute is no mean foe, even though the bullets are not explosive.

GREATEST FOOD INVENTORY EVER MADE UNDER WAY; JAN. 10 LAST DAY

To facilitate the taking of the national inventory of foods in the states of California and Nevada, the bureau of markets of the United States department of agriculture, which has the war emergency food survey in charge, has placed an agency of the survey with its local office at 1131 Merchants Exchange building, San Francisco, Cal. R. D. Jarboe, in charge of the office, has received a supply of the schedules and will distribute them in response to personal or mail requests in the future.

Copies of the schedule have been mailed from Washington to most dealers in food materials in the above named states. The names of new concerns, and of a few others were not available, however, and arrangements have been made, therefore, to supply them locally. Applications for schedules should be made to the local agency.

Mr. Jarboe points out that the act of congress providing for the war emergency food survey requires every dealer in, and manufacturer of, foods or food materials, and every holder of such commodities in lots

substantially greater than family supplies, to fill out a schedule and mail it to the chief of the bureau of markets, Washington, D. C., by January 10, 1918, and fixes the penalties for failure to do so. This includes not only all wholesale and retail dealers in foods and feeds, public warehousemen and food and feed manufacturers, regardless of the size of the stocks which they hold, but also those in charge of hotels, restaurants, commissaries of industrial concerns, schools, institutions, etc., providing that their stocks on hand have a value of \$250 or more. Even manufacturers are included who use a food product in the preparation of another product which cannot be considered a food, such as bottling, chewing gum and drug manufacturing concerns.

Holders of foods of the classes named above who have not received

a schedule through the mails, or who need additional copies, should obtain them from R. D. Jarboe, 1131 Merchants Exchange building, San Francisco, Cal.

The war emergency food survey will be the most comprehensive inventory of foods ever made in the United States. Its purpose is to show the total stocks of food and food materials on hand in the country so that the public and the officials of the government may have the necessary information on which to base plans for conserving and distributing supplies already on hand, and for producing the foods needed next season.

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